GEOGRAPHIC NEWS BULLETIN

Prepared Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)
General Headquarters, Washington, D. C.

for

DEPARTMENT OF THE INTERIOR
Bureau of Education

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THESE QUEER ROCKS ARE NESTS BUILT BY THE WHITE ANTS (See Bulletin No. 2)

ANNOUNCEMENT

For directions concerning the ordering of Geographic News Bulletins by teachers and method by which additional copies are obtainable, see back of this page.

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Warsaw: The Paris of Poland

NO other people, in all the world's history, has borne oppression so bravely and gloriously as the Poles, except the Jews; and Warsaw, where the "Russians had to keep a garrison of 200,000 troops to overawe a city of 900,000 people," is to Poland what Paris is to France.

Indeed, the vivacity, the gaiety, and the quick wit of Warsaw's people is a constant reminder of Paris; as well as those deeper likenesses which spring from Warsaw's ascendancy in the letters, the arts, and the social graces.

All this, too, in a city where the most gruesome tragedies have stalked. As recently as the years of our own Civil War the Russian army mowed down thousands of men and women as they knelt in the snow, singing their national anthem. Deportations are an old story in Warsaw; every effort at nationalization was followed by slaughter, and hundreds marched the long trail to Siberian exile.

Keeping 12,000,000 Poles Pinned to Russia by Bayonets

But Poland's spirit, meanwhile, became a synonym for the indomitable. The success of the Russification of Poland has been described as the process of keeping 12,000,000 Poles pinned to Russia by bayonets. Politically non-existent, for even Poland's name was expunged from all official Russian records, the pre-war Warsaw vied with world capitals in science, particularly medicine, in manufacturing, in trade, and in literature.

Though Warsaw betrayed none of the grimness characteristic of Russian cities, reminders of her bygone glories and tragedies were to be found even before the World War restored her autocracy.

In the Lazienki Gardens is a monument to John Sobieski, who stemmed the advance of the Turks in Europe, a figure as picturesque as Paderewski, who now sees his land a barrier to Bolshevism's westward spread. It was in 1683 that a Turkish force had thrown itself in crescent formation around Vienna. The encampment was no less threatening because it resembled a circus rather than a siege, with its herds of camels and luxurious tents with baths and parrots within and fountains without.

When the "Fat Man" Proved His Valor

Mighty events often hinge on slender circumstances. Sobieski hesitated because Leopold, Austria's Emperor, first declined to address him as "His Majesty." But Sobieski's hesitation is said to have vanished when he learned that the French Ambassador had written to Louis XIV, who rather hoped for the worst for Austria: "Don't trouble yourself; Sobieski is too fat to sit on a horse and fight." The "fat man" rode his charger into the thick of the fight, helping hew his way to where the Turkish Grand Vizier stood, and after the battle handed one of that dignitary's stirrups to an aide, with the command: "Take it to the Queen and tell her that he to whom it belonged is defeated and slain."

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How To Obtain Additional Copies

OWING to the widespread demand for extra copies of THE GEOGRAPHIC NEWS BULLETIN, other than those sent to teachers, the National Geographic Society has agreed to supply it without charge to the Western Newspaper Union which will make the material in these bulletins available to newspapers; and thereby place it at the disposal of pupils, parents, and the public generally. It is believed that its printing in newspapers will serve the same purpose for school use as if additional copies were distributed in the present form. Moreover this material will form an educational feature of high value and timely interest for the newspapers. Therefore it is suggested that if your local paper does not receive it, you communicate with the editor of your paper, inform him what use you are making of it in your school, and that the material may be obtained through the Western Newspaper Union.

Teachers, of course, will continue to receive THE BULLETIN in its present form. Because of the heavy expense of printing a weekly edition which reached 70,000 before the close of the last school year, the National Geographic Society and the U. S. Bureau of Education have been compelled to limit its distribution to teachers, and can allow only one copy per teacher.

HOW TEACHERS MAY ORDER THE BULLETIN

To insure the most advantageous distribution of the GEOGRAPHIC NEWS BULLETIN, and to conserve paper, it is essential that school officials and teachers observe the following simple method of ordering.

Any teacher may have sent to her one copy of the GEOGRAPHIC NEWS BULLETIN throughout the school year without charge. Superintendents and principals may order bulletins sent to teachers—on the basis of one copy per teacher.

BUT IN ORDERING IN BULK, NAMES OF TEACHERS WHO WILL RECEIVE THE BULLETIN MUST ACCOMPANY THE REQUEST. The Bulletins will be sent in bulk, if desired, but it obviously is necessary that the Bureau have the names of teachers so that there be no duplication.

Moreover, teachers who ordered the GEOGRAPHIC NEWS BULLETIN *before May* 1, 1920, MUST REQUEST IT AGAIN. Teachers change addresses or resign so frequently that the waste of sending Bulletins to old addresses must be avoided.

In no case can Bulletins be sent to individuals other than teachers.

It is suggested that the following order form be used:

Bureau of Education,
Department of Interior,
Washington, D. C.

Kindly send the GEOGRAPHIC NEWS BULLETIN for the school year of 1920-21, for classroom use, to

Name .....

School or Home Address .....

City ..... State .....

I agree if I stop teaching to notify you so that there may be no waste.

I am a teacher in .....

School ..... Grade .....

City and State .....

Teachers ordering Bulletins should fill in both blanks, even if there is duplication in the addresses.

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How Ants Can Hinder Aeroplanes

ANTS have assumed a new role in Africa—that of enemies of aviation. Reports from surveyors of the proposed air route from Rhodesia to Capetown say that ant hills have interfered seriously with the placing of aerodromes.

To understand this phenomenon one must understand how ubiquitous is the ant in South Africa, writes William Morton Wheeler to the National Geographic Society, as follows:

"Ants are to be found everywhere, from the arctic regions to the tropics, from timberline on the loftiest mountains to the shifting sands of the dunes and seashores, and from the dampest forests to the driest deserts. Not only do they outnumber in individuals all other terrestrial animals, but their colonies even in very circumscribed localities often defy enumeration.

These Ants Form Populous Colonies

"One subfamily of ants, the Dorylinæ, embracing the wonderful driver ants of Africa and the legionary ants of the American tropics, are highly carnivorous, but nevertheless succeed in forming immense colonies, often of hundreds of thousands of individuals. This they accomplish by relinquishing the sedentary habits so characteristic of the great majority of ants. They keep moving in long files through the jungles, capturing or killing all the insects they encounter, and even overrunning dwellings, and, in their search for cockroaches and other vermin, driving out the human inhabitants.

"From time to time these strange ants bivouac for the night or for a few days in some hole in the ground, or under a tree, but soon continue their predatory march. Evidently they are able to remain carnivorous, and at the same time to develop large colonies, only because they are nomadic and can thus draw their food supply from a large area.

Other Insects Are Food Factories for the Ants

"One of the earliest departures from an exclusively animal diet is seen among the ants which attend plant-lice, scale insects, and leaf-hoppers and feed on their saccharine excrement. This excrement is, of course, merely plant sap slightly altered in its chemical constitution by passing through the digestive tract of the insects, and containing much water, some sugar, and a little nitrogenous matter.

"Many ants are so inordinately fond of this food that they not only acquire an intimate acquaintance with the habits of the adult plant-lice and scale insects, but actually collect and store their eggs in the nests during winter in order that they may during the ensuing spring distribute the hatching young over the roots or foliage of the plants.

The Camels of the Ant World

"Certain individuals, the 'repletes,' of the colony refrain from leaving the nest and foraging for food and become converted into flagons by distending the

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The sublime often is strangely blended with the inconsequential. They will tell you this story, with much detail, in Warsaw; while the Vienna visitor formerly was sure to hear about a little coffee house on the Grahen. That coffee house was kept by a descendant of a brave Polish boy who carried through the Turkish lines to Sobieski's headquarters an urgent call for his city's succor. He was rewarded with permission to open the first coffee house in Vienna, and there originated, in jest at the defeated enemy's formation, the crescent-shaped bun, known around the world as the Vienna roll.

Of such deeds of heroism, picturesque anecdote, and frequent calamity, is Poland's history composed.

How Warsaw Prospered Despite Her Conquest

Other cities have lost their political importance, and held their heads high because of a proud past, but Warsaw, persecuted as it was, has a highly important economic present. In normal times it was the geographical center of Europe, the focal point for rail shipments from Russia and Asia to Western Europe, even though the actual western terminus of the trans-Siberian railway was at Moscow, and its location on the Vistula gave it a place on Europe's inland waterways comparable to that of St. Louis on the Mississippi. Its output of shoes, metal articles, and cotton makes its products sound like those of a busy New England city, and its long commercial arm even reached out to drop half a million dollars' worth of beet sugar into America in those different days before 1914.

Numerous castles of the old Polish nobility were converted into municipal offices by the Russians. Warsaw takes pride in its theaters, that for the Polish drama and ballet being an especially beautiful building with two theaters under one roof. In artistic dancing Warsaw is preëminent; the mazurka and the polonaise being two characteristic steps. Its university has a notable book collection and many scientific specimens.

TYPES OF MEN WHO DEFENDED WARSAW AGAINST GERMANS AND AGAINST THE BOLSHEVIKI

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Tacna and Arica: Siamese Twins of Geography

TACNA and Arica! The words are fast becoming as inseparable as the Gold Dust Twins, the Dolly Sisters, or Mutt and Jeff.

The regions form a territorial bone of contention among Chile, Peru and Bolivia. The Province of Tacna, composed of the departments of Tacna and Arica, is shown on maps made in Chile as the northernmost province of that country, and on maps made in Peru as the southernmost province of Peru, bordered on the north by the Rio Sama River and on the east by Bolivia. Its broad uplands are rich in nitrate, and on the Bay of Arica, at the terminus of one railroad leading to La Paz and the interior of Bolivia, and another running to ports to the south, the delightful city of Arica is situated, giving the possessor of the territory a great advantage in South American affairs from both political and commercial standpoints. Here is ample reason why these two South American republics want it, and why Bolivia hopes that, in the adjustment, she will have an outlet to the sea accorded her.

When a Few Thousand Acres Did Not Matter

The trouble over this region arose originally from the fact that, in the days of the early Spanish settlers, the country was so vast that a few hundred square miles more or less made no difference in the affairs of a colony, and when the colonies organized themselves into republics, they still were too busy with their internal problems to bother about where their boundaries began and where they ended. This condition was true not only of Peru, Chile and Bolivia, but of most of the other South American republics, as indicated by the numerous boundary questions which have been in dispute during the last decade.

So matters drifted until the middle of the nineteenth century, when guano and nitrate were discovered in this formerly ignored region. The guano alone was then hastily estimated as worth twenty millions of dollars, not to mention the nitrate. What friends could be expected to remain friendly with such a mountain of dollars between them? Since that time, the Peru-Chile-Bolivia story has been one of controversies, treaties, counter-charges, and plebiscites never taken.

Water Hauled in Barrels Drawn by Mules

Chile has been administering the affairs of the province since the close of the War of the Pacific in 1884, and its commercial development has been great. Railroads have been built connecting many places in the interior with the coast, the harbor of Arica improved, and the nitrate business developed. Though much of the land in the departments is rather desolate, and water, in barrels attached to mules by ropes, is being hauled across the great desert wastes, the river valleys are fertile, and the climate of the city of Arica and the coastal strip is delightful.

Arica has been called the "most beautiful port between Panama and Valparaiso." El Morro, which towers 855 feet above sea level, shelters its harbor

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crop to such enormous dimensions that the abdomen looks like a transparent bead. In this condition they hang by their claws from the roof of the nest chamber and thenceforth spend all their lives receiving liquid food from the tongues of the foraging ants, storing it in their crops, and regurgitating it to hungry individuals when the liquid food supply outside the nest becomes inadequate.

"This is, of course, apt to be the case periodically in dry regions, so that we find the true honey ants only in deserts like those of the southwestern States, northern Mexico, South Africa, and central Australia."

Bulletin No. 2, September 20, 1920.

A RUSSIAN VILLAGE POSTMAN (See Bulletin No. 4)

There is no rural free delivery in Russia. Even in normal times one had to call for letters at the nearest post office or railway station. Restaurants, hotels and shops usually charged a commission for selling postage stamps. The shoe sign over the door indicates that a shoemaker does his work here.

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The Mail Man: A Courier of Civilization

DID it ever occur to you that your city letter carrier, your village postmaster, or your rural route carrier, has a past?

He is the agent by which the long arm of Uncle Sam taps your shoulder one, two, maybe three times a day, yet he is so unobtrusive that you probably do not know him half so well as most other agents of your government, the school teacher or the policeman, for example.

But he not only is an essential, but an historic figure. The history of the postal service and its employes extends to the days of the Romans, when the earliest known means of transmitting a message was by courier. Those admirable organizers, the Romans, marked by a "post" the place in the road where the relay of one runner by another was effected; thus they named our system long before it was born.

First Letter Posts in Thirteenth Century

The first letter post seems to have existed in the Hanse towns in the thirteenth century in order to facilitate relations among the merchants of the various members of the Hanseatic League.

The British Post Office had its beginning in the sixteenth century and our own colonial methods of handling mail were inherited from our British forefathers. Long before the people had any means of exchanging either personal or official letters, the King had established a system for conveying his personal messages and official documents by royal messengers. In the reign of King John this petulant monarch paid out a large sum for a postal service and charged it to the Household and Wardrobe accounts. Messengers who were thus entrusted with matters of state had to be above suspicion. They went the whole distance and were paid according to the length and danger of their journeys.

Early Mail Carried by Relays of Horses

When Edward IV found the Scots were too hot upon his trail he decided that he needed a system of communication between his own headquarters and those of his fighting forces, so he had horses placed at twenty-mile intervals on the road between England and Scotland. That was our present post-office system in embryo. Finally, in 1512, Sir Brian Tuke became the first Postmaster-General of Britain, and personally took charge of all the royal messengers.

Persons of less importance than kings had to arrange to send their letters by their servants, messengers, merchants, or friends, but there is evidence that by the close of the fifteenth century regular couriers between a few main points were employed.

In a Privy Council proclamation in 1603 the duties of mail carriers were made extremely arduous. The postman had to have two leather bags lined with "bayes," or cotton, for his letters, he had to toot a horn whenever he saw anyone

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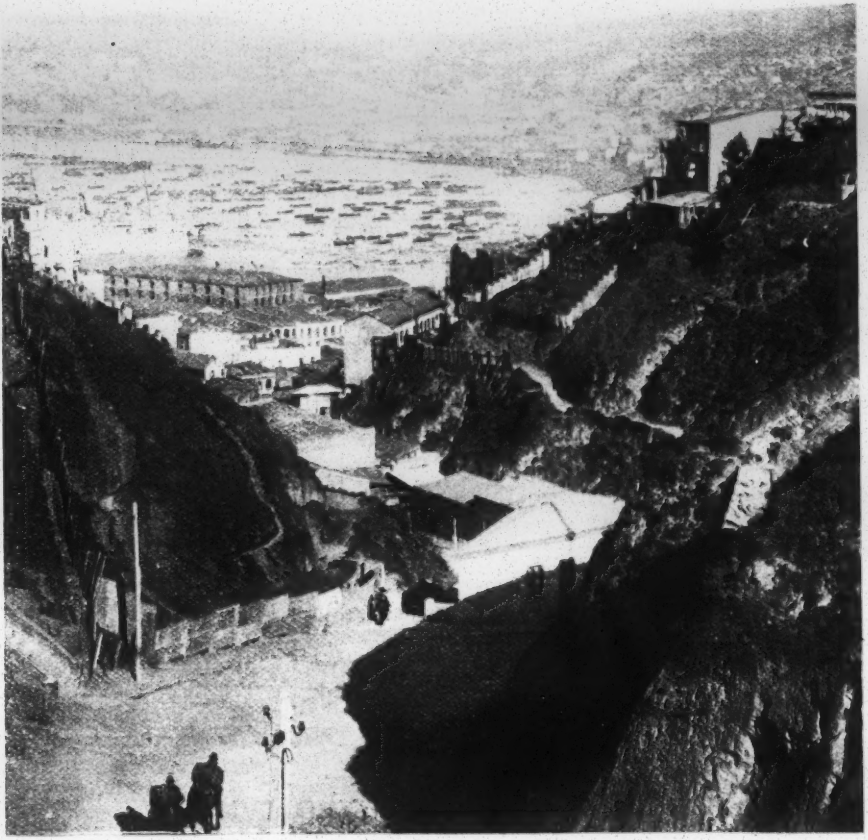
and is the "stick over the door" for mischief-making invaders. The town is also the terminus of the old Inca highway to La Paz.

Tacna on Trade Route From Bolivia to the Sea

The city of Tacna, 39 miles distant by rail, is an important commercial point on the trade route from Bolivia to the sea.

In the eastern part of the province in the Andes there are rich areas strewn with silver, copper, tin and other valuable minerals. The scenic beauty of these mountains is an asset to the country. They present the aspect of a high plateau, 14,000 feet above sea level, whose sloping and irregular surface is dotted here and there with picturesque once-turbulent volcanoes now wearing peaceful-looking snowcaps.



THE BAY AND CITY OF VALPARAISO, A SEAPORT OF CHILE, THE COUNTRY WHICH HAS BEEN ADMINISTERING THE AFFAIRS OF TACNA

The city of Valparaiso, as well as almost the whole of Chile, has been severely tried by earthquake, and the fact that the nation has risen from each disaster with no apparent interruption to its growth is nothing short of remarkable. The city was almost wholly destroyed on August 16, 1906 by an earthquake and the terrible fires which attended it. Yet within a decade few traces of the disaster could be seen.

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Adrianople: A Weather Vane of Empires

ENTRY of Greek troops into Adrianople is an event in secular history fairly comparable to the investiture of Jerusalem by Allenby's army, for this Turkish city has for nearly 2,000 years been a weather vane of world politics.

The rebuilding of the ancient Thracian town by Hadrian, who gave it his name, signalized a high point in the power of the Roman Empire. The decline of Rome was foreshadowed some two centuries later when the Goths defeated Valens there, and made their first break through the Roman frontier.

Next Adrianople was the setting for the Turk's advent into Europe. There Murad I established himself, planned the capture of Constantinople, and sent out expeditions to subdue various Christian peoples. For a time the European Capital of the Sultans, Adrianople was relegated to be the chief bulwark of Constantinople. There Turk first met Slav, and there the Russians finally forced their way to the Black Sea by a treaty which also loosened the Turkish hold on the Caucasus and compelled recognition of the independence of Greece.

Where Women Tore Orpheus Limb From Limb

Adrianople is on the Maritza, Hebrus of Grecian legend, where Orpheus was dismembered by the Thracian women, also celebrated, under its later name, in Bulgarian song and story. It is 137 miles by rail northwest of Constantinople.

Today the city wears its past glory with a sort of shabby gentility, with no pretension of prosperity but less squalor than the usual Turkish city.

It possesses the grave of the first Murad, or Amurath, who was assassinated in his tent after he had vanquished an army of Christian allies on the field of Kossovo.

First Official Act Was Execution of Brother

A mosque bearing the name of Sultan Baiezid recalls that monarch, whose first official act was to order the execution of his brother, who was the first Ottoman ruler to call himself Sultan, whose conquests finally were checked when he was taken prisoner by Tamerlane.

But the architectural masterpiece of Adrianople is the Selimiek, product of a Greek tribute-boy's genius, and relic of the reign of Selim II, the Louis XV of Turkey.

Yearly the Turks would seize a certain number of sons of their Christian subjects, and, in Sinan, they found they had secured a skilled bridge-builder. They allowed him to follow his bent, and the Shahzadeh, at Constantinople, the Suleiman, at Stamboul, and the third famed Mosque, at Adrianople, were given to posterity. The Selimiek rests upon the highest hill in Adrianople and four lofty minarets tower far above a massive dome.

Once Was the Pittsburgh of Thrace

Formerly Adrianople was a thriving commercial city. But its foreign trade was reduced greatly within the past fifty years by Russian penetration to

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approaching, or at least four times in every mile, he might not delay more than fifteen minutes at any point, and he had to make at least seven miles an hour in summer and five in winter. Besides this, he had to keep a record of the name and address of the sender and recipient of each letter.

New England Ambitious for Post-office System

In 1638 New England proposed to the British sovereign that a post-office system be established in the colonies, as it was "so useful and absolutely necessary." His Majesty paid no attention to the plea, but Richard Fairbanks, in the same year, set up an office in Boston to receive letters from ships. He undertook to deliver the letters received and charged a penny for each letter. He also received mail for outgoing ships, but no one was forced to send mail through his office.

What a step it is from those days to a system that specially delivers our eager and anxious words, carries our parcels, registers our valuables, banks our money or transmits it to pay our bills, and was the Paul Revere of our drafts for service in the World War, calling Americans to Concords and Bunker Hills on the fields of Flanders!

Today, in many sections of our country, the farmer has his daily paper just as the Wall Street banker has his, and often he has a superior advantage in that the mail man who delivers it to him is his friend, and may add verbal bulletins on items of local interest.

Johnnie Frey Was the Paul Revere of Mail Carriers

A thrilling story of the devotion of mail men to their duties is that of the Pony Express, the first rapid transit mail line across the 1,966 miles of prairie, desert, snow-capped mountain peaks, and alkali wastes between the Missouri River and the Pacific Coast. It was inaugurated early in 1860 in order that the West might be kept more closely in touch with the North in view of the trouble brewing from the slavery question, and, though it had an existence of only sixteen months, it made the East and West only ten days apart at a time of crisis.

The date of starting was to be March 20, 1860, and Forts Kearney, Laramie, Bridger, Great Salt Lake City, Camp Floyd, Carson City, the Washoe Silver Mines, Placerville, and Sacramento were to be the points of delivery of mail. In St. Joseph, Missouri, eager and excited crowds gathered in the streets to see the first courier, the wiry, 20-year-old Johnnie Frey, as he dashed away on his jet-black steed for the first lap of the race of flesh, blood, and determination against the desolate spaces of an unpeopled country.

These riders were clad in buckskin shirts, ordinary trousers, high boots, and soft slouch hats, and were armed with sheath knives and Colt's revolvers and Spencer carbines. The best time they made across the trackless waste was in carrying President Lincoln's inaugural speech to San Francisco seven days and seventeen hours.

Turkey's dominion and by tariff barriers of Balkan States. It is on the railway from Belgrade and Sofia to Constantinople.

Bazaars line narrow streets and it has been said that these, in pre-war days, with their Austrian crockery, German iron pieces, French jewelry, English textiles and American phonographs to do duty as "barkers," contained "nothing Turkish save the dirt." The city's population is a conglomeration of Turks, Greeks, Jews and Armenians.

Bulletin No. 5, September 20, 1920

A SCENE IN WARSAW (See Bulletin No. 1)